

25X1A6a

3 - SAC

~~SECRET~~

Cpy #1

2 -

2 - Modification out 11/15 and 1/15/64

21 August 1963

1 - Test Bed

1 - Available

9

MEMORANDUM FOR: Deputy Director of Central Intelligence

25X1A6a SUBJECT

: Use of J-57-equipped U-2 Aircraft in

1. In response to your request, attached is a status report of all J-75-equipped U2s.

2. If we have to use SAC J-57-equipped aircraft:

a. We will not have:

(1) System IX -

(2) System XII -

(3) Sugar Scoop -

(4) SSB - Communications radio capability.

(5) System VI -

(6) IFR - Inflight refueling capability. (SAC does have 4 J-57s for IFR)

b. Problems we will have:

(1) Entire logistics setup in Detachment will have to be changed. (Spare parts, tech supply, fly-away kits, etc.)

(2) Maintenance technicians will have to be retrained.

(3) Pilots will have to be retrained.

c. We will fall flat on our face.

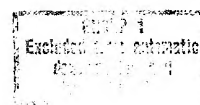
25X1D0b

25X1D0b

25X1A2d2

Handle via
Control System

~~SECRET~~



25X1X7
25X1X7
25X1X7

3. There is no question that SAC can quite adequately perform this operation. (Less ELINT collection.) This is a policy decision for the President to make since this would become a military operation. Further, it is not likely that the [REDACTED] will take kindly to having USAF at [REDACTED] or even operating over or in [REDACTED]

25X1X7

4. I think this is a deliberate dragging of feet. When the decision was made for SAC to use our aircraft I responded immediately and had our aircraft in place within twelve hours. The DOD reaction time in responding to us is certainly not comparable. The decisions of the Special Group apparently carry little weight in the DOD.

25X9A5



Colonel USAF
Assistant Director
(Special Activities)

1 Att:

Chart - IDEALIST Aircraft Status

IDEALIST AIRCRAFT STATUS

ACFT TYPE	NUMBER	STATUS	TIME		ETIC	* - Slipper Tanks * - On loan to SAC	REMARKS	BASE
			PE	EC				
U2F	* 342	OR	34	142				25X1A6a
U2F	* 350	OR	125	263				
U2C	352	TEST	C ³ Camera test - Carriage - New drop in - turbid A/C - special wiring etc					
U2C	* 355	OUT	139	289	22/0800Z	Out for cockpit pressurization check.		
U2F	* 356	OR	83	230				
U2C	* 358	OR	51	200				25X1A6a
U2F	359	OR	4	148	Operational at [REDACTED]		25X1A5a1	
U2	348	IRAN	NA	NA	15 Nov 63	N319X Delivered to [REDACTED]	Jul 63 - Carrier Mod	25X1A5a1
U2	362	IRAN	NA	NA	15 Jan 64	To be N320X Delivered to [REDACTED]	9 Sep 63 - Carrier Mod	